paras of *puncha* lands in the Changanacherri taluk would also be benefited if the canal be opened. It would also be useful for bringing leaf manure &c. and for taking things to the market at Changanacherri.

Dewan's reply.—Action will now be taken to start the work.

70. The need for the construction of a road from Thiruvalla to Mepral.

The Very Revd. Iype Thoma Kathanar (Member, Thiruvalla taluk) requested that a road should be constructed from Thiruvalla to Mepral, over a distance of 4 miles. The people of Mepral had constantly to go to Thiruvalla and the market there. About 500 school-boys and some girls had also to cross the Peringara river at much risk and go daily to the schools in Thiruvalla. A road over the short distance of 4 miles was therefore very necessary.

Dewan's reply.—An estimate for the road will be called for.

71. The necessity for constructing a road from the Puramittom market in Kallupara, to join the Manimala road.

Mr. Ramavarmar Kothavarmar Koviladhikarikal (Member, Thiruvalla taluk) represented that there were no roads from the Puramittom market to Ezhumattur and the neighbouring *pakuthies*, and that much difficulty was experienced by the public. The Member requested that the road leading from the Thiruvalla Taluk Cutcherry to the Puramittom market should be extended, to join the Manimala road *via* Vennikulam, Ezhumattur, Perumpatty and other *pakuthies*. The proposed extension would be about 10 miles in length.

Dewan's reply.—Noted.

72. The necessity for constructing foot-bridges over the Commercial and the Vadai Canals.

Mr. M. Chinnappa Pillai (Member, T. I. C., Alleppey) said that the distance from the entrance of the Commercial Canal at Chungam to the Stone Bridge was 1,940 feet and that a bridge at the entrance connecting the roads on the northern and southern banks was absolutely necessary. The length of the Commercial Canal from Chungam to the Triple Bridge was 9,640 feet. There were only six bridges within that distance. The interspace between those bridges was too long. It was therefore necessary to span the canal with many more bridges for the convenience of the public. The Member suggested that one foot-bridge between Chungam and the Stone Bridge, one between the Stone Bridge and the Iron Bridge, two between the Iron Bridge and the Kothuval Bridge, and one between the Kothuval Bridge and the Kunnen Warkey Bridge, might be constructed.

The Member next said that the Vadai Canal was also as long as the Commercial Canal and that there were at present only two bridges on the Canal. The distance between them was 4,811 feet. The two bridges were quite inadequate to meet the present requirements of the public. The fact that a Government ferry boat was now plying between its banks midway between the bridges was ample proof of the need for more bridges. He therefore requested that foot-bridges might be constructed at the places where the several roads from the Commercial Canal met the Vadai Canal and that one foot-bridge at the entrance of the Canal and two where it joined the West Junction Canal be also provided.

Dewan's reply.—Noted.

73. The need for the construction of a Satrom at Warkala.

Mr. V. Kesavan Mallan (Member, Nominated) said that the absence of a Sirkar satrom at Warkala was being keenly felt by the numerous Brahmin devotees that went

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on pilgrimage to the place. There was one private satrom but it was not useful for all the Brahmins. A caste satrom should therefore be constructed by the Government at Warkala for the use of all Brahmins resorting to the place.

Dewan's reply.—Noted.

74. The need for deepening and widening three important canals in the taluk.

Mr. P. R. Narayana Pillai (Member, Vycome taluk) represented that most of the canals in the taluk were owned by the Government and that, for want of proper supervision, they were encroached upon by the people and made unfit for irrigation and navigation. The facilities for cultivating thousands of acres of paddy fields in the taluk were thus lessened. The Member prayed that three of the more important canals, *viz.*, the Kanyan Thodu, the Muzhikal Canal and the Perumparakkal Canal be deepened and widened at an early date.

Dewan's reply.—The Chief Engineer will be asked to submit estimates.

75. The need for improving the means of communication in the Vycome taluk.

Mr. P. R. Narayana Pillai (Member, Vycome taluk) said that the village road from Vycome to Vetchur, which was ten miles in length, would be under water during the monsoons and that the travelling public, including several school-children, experienced much inconvenience. Besides, there were four canals to be crossed within that distance, over one of which alone there was at present a rotten bridge; while the others were crossed in boats. The Member requested that orders might be issued for raising the level of the road and gravelling it and also for putting up the necessary bridges.

The Member next said that the road from Chenganda to Arukutti, which was 14 miles in length, passed through the sandy places of Pallippuram and Panavally. When the sand got heated, it was very painful to walk along the road. He prayed that the road should be gravelled.

Lastly, the Member referred to the three-feet trace from Thalayolaparambu to Piravom, which was in many places covered with thorny shrubs and hence unfit for use after 4 P. M. every day. Thalayolaparambu and Piravom had each a market. The people had to go to those markets and to Vycome for worship and on court business through the three-feet trace. He therefore requested that the village road might be improved.

Dewan's reply.—Noted.

76. The necessity for deepening, widening and extending the existing canals in and about the town of Vycome.

Mr. K. G. Krishna Pillai (Member, T. I. C., Vycome) said that the canal from the Ithipuzha river to Puthenthodu and its branches were encroached upon by the people and made unfit for purposes of navigation and irrigation. The crop on about 8,000 paras of paddy fields was more or less damaged by the neglect of the said canal. If the canal was improved, it would also be a short cut for the people to come to the town by boat. At present, they had to take a circuitous and dangerous route along the Vembanad lake. The Member therefore proposed that the canal from the Ithipuzha river to the Puthenthodu, the branch canal to the Vadayar river on the east, and another branch to the Vembanad lake on the west, should be deepened and widened, in the interests of agriculture and traffic. He also requested that the branch canal connecting the temple tank and the said canal should be improved, so that it might be an inlet to the temple tank. He added that that was the only way of ensuring a supply of fresh water in the temple tank, which was so largely used by the people of the taluk and the numerous pilgrims going to Vycome for worship.

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